

D1
cont - Further features of the invention relate to a process for assembling the gear housing.

Replace the paragraph beginning on page 7 line 13 with the following new paragraph:

D2 The threaded spindle 5 interacts with the gear 9 which is likewise mounted in the hollow cavity 31 and positioned locally fixed in the top rail 3. This arrangement is shown in Figure 2. The gear 9 is held in a U-shaped holder 8 which is fixedly connected to the top rail 3 (not shown here). Uncoupling elements 10a, 10b are inserted between the arms 86a, 86b of the holder 8 and the gear 9 in order to eliminate any noises and compensate for tolerances.

Replace the paragraph beginning on page 8 line 15 with the following new paragraph:

D3 The holders 8, 8' have in a further embodiment ideal deformation areas 87a; 87b which are arranged between the arms 86a; 86b of the gear holder 81 and the arms 82a; 82b of the holder 8'. These ideal deformation areas 87a; 87b can in the simplest design be correspondingly dimensioned welded seams. It is however also possible to use as ideal deformation areas 87a; 87b angles or other profiles at this point. All these elements are dimensioned so that they only yield when a predetermined ideal strain is applied and only then is the arm 86a; 86b or the gear socket 81 deformed. This then happens so that when a predetermined maximum boundary strain is exceeded the arms 86a; 86b swivel sideways and thereby clamp the threaded spindle 5. In the event of a crash this helps to provide additional security for the vehicle seat.

Replace the paragraph beginning on page 10 line 27 with the following new paragraph:

D4 Corresponding recesses 75 formed as full-length through openings are arranged in the edge areas of the housing plates 71a; 71b transversely to the plane of the housing plates 71a; 71b. These recesses 75 have surfaces 751; 751' parallel to the sides 761; 761' of the webs 76.

Replace the paragraph beginning on page 12 line 10 with the following new paragraph:

D5 The gear 9 is now moved, preferably by turning the drive worm 91. At least one revolution has to be made. The housing plates 71a; 71b; 72a; 72b can thus be aligned free of tension. After the completion of this movement the holding forces are intensified so that the gear elements 91, 92 and housing plates 71, 71b, 72a, 72b are held in this position and are prevented from slipping. A staking tool now engages in the area of the plug-type connections, that is into the contact points between the webs 76; 76' and 76'' and the recesses 75; 75' and 75'' and then deforms the material plastically at these points. The deformation is carried out so that the material forms undercut sections for example and thus finally fixes the position of the housing plates 71a; 71b; 72a; 72b relative to each other.

Replace the paragraph beginning on page 15 line 2 with the following new paragraph:

D6 Figure 12 shows a solution wherein a threaded element 60' is welded to the holder 6a, 6b, similar to the variation illustrated in Figure 10. This threaded element 60' is tensioned by a counter nut 63. In the event of an emergency operation, the counter nut 63 can be loosened and thus the threaded spindle 5 can be turned.

Replace the paragraph beginning on page 17 line 30 with the following new paragraph: